

**Date | Time:** December 3<sup>rd</sup>, 2008 6pm

**Chair:** Ryan Dean

**Recorder:** Ann Boyd

**Location:** Seattle City Hall, L204

**Distribution:**

### **MEMBERS PRESENT**

Ryan Dan, Jeff Frkonja, Sean Cryan, Lindsay Pesheck, Craig Benjamin, John Beaulaurier, Ann Boyd

### **MEMBERS ABSENT**

Sean Ardussi, Evan Brown, Deborah Kuznitz, Blake Trask, Naomi Wilson

### **OTHER GUESTS**

- Ben Hansen, SDOT
- Monica Dewald, SDOT
- Michael Snyder
- Suzanne Skadowski

### **WELCOME & INTRODUCTIONS**

### **APPROVAL OF MINUTES**

- Approval of November minutes tabled until January

### **INFORMATION & NEWS**

### **UPDATES & MILESTONES**

#### **Ben Hansen, SDOT**

#### **- Pavement Management**

- Two classes: Arterial, non-Arterial (2/3 of system). Little \$ for non-arterial street maintenance.
- 2-3 year cycle of condition rating of arterials drives maintenance
- combine with information/complaints from citizens
- from that recommend major paving projects
- potholes indicate maintenance issue for entire street. 90% of potholes are fixed within 48 hours.
- \$300 million in current paving needs, unfunded
- Starting to make inroads into paving needs
- Price of asphalt does not have huge impact
- Bike lanes are considered but not weighted equally as drive lanes. Bicyclists do report problems more often and earlier than drivers.
- Look at traffic volume and classification
- Look at sector classification (freight, ped, bike)
- Look at leveraging opportunities (can feds/state chip in?)
- Look at geographic balance city-wide
- Look at grouping locations for efficiency
- Seattle is not unique in aging infrastructure or backlog

- Paving coordinates with Utilities to make sure utility structures are at grade
- Curb ramps are required for all paving projects
- Complete Streets checklist used at the beginning of the projects. This is Jessica Murphy's role.
- Try to get seams/joints at the lane line
- Drains are maintained by SPU who should be replacing unsafe ones in bike lanes and bike routes.
- Not clear whether all complete streets elements are met.
- DOT curb ramp manager is brought in to look at pedestrian issues related to a paving project.
- 1531 lane miles of arterial. 2412 of non-arterial.
- No funding for rating non-arterial streets.
- Maintenance limited to pothole patching and periodic (8-14 yrs) chipseal for non-arterials.
- \$250k budget for non-arterial. Funds about one lane mile of pavement.
- Chipseal is mainly north of 85th and in the south end.
- Alaskan Way Viaduct closure expected 2012. Trying to get surrounding pavement needs done before that to limit construction impact.
- Paving is opportunistic. Try to do the right thing at the right time. Try to complete corridors.
- Paving plan is available on BTG website.
- Construction costs which have been rising and limiting projects may be cooling off.
- AC = Asphalt Concrete, PCC = Portland cement Concrete

#### **Monica Dewald, SDOT**

- 34.5 of 35 miles of bike facilities completed in 2008. Remaining 1/2 will be complete by end of year.
- Lake Washington, Beach Drive, E Marginal Way paving funded with help from bike dollars
- Goal of 3000 bike racks in 10 years, 300 this year (almost fulfilled)
- SDOT will be removing three parking spaces and replace with 8 bike racks at each
- Locations are Green Lake, Broadway, Stumptown
- Businesses are supposed to have permits for sandwich boards on the sidewalks.
- There is no law against mopeds parking at these on-street facilities, but that is not the intention.
- Concern over orientation of racks in the layout presented. Is it efficient?
- Fauntleroy lane diet meeting. Bike representation high. Goal of diet is to calm traffic and add bike/ped facilities.

#### **Sean Cryan**

##### Ballard Bridge

- Ballard Reporter inaccurately reported that SBAB recommends a cantilevered bike lane on the Ballard Bridge.
- New signs have been added to alert cars to yield to bikes at Emerson
- Way-finding signs have been added.
- SDOT is considering a green lane for 2009
- Way-finding signs have been added to West Seattle path as well.

##### Dept of Neighborhoods, Dept of Planning and Development

- Stella Chao had asked for input into neighborhood planning process.
- Where do guidelines and recommendations become advocacy?
  - Long discussion of advocacy vs. advisory.
  - Suggestion that it is appropriate to make recommendations or at least identify the issues and ask for a solution.
- This is an opportunity to work with Ped folks, many of these issues are ped concerns as well.

- DPD wants to implement process/system changes so that bike facility stuff does not fall through the cracks.
- City goal of increasing bike commuters to 6%. How much bike parking and showers does this equate to? Need an inventory of existing facilities.
- DON draft letter is open-ended. Where is it leading?
- DPD wants guidance on educating staff on what's in the code and how to adhere to it.
- Suggestion to present good and bad examples of facilities as well as recommended amount if different from code.
- DPD should be doing their own oversight and tracking of metrics. SBAB can develop initial training.
- SBAB can shine spotlight on the issue and ask DPD to report back on progress.

### **Ryan Dean**

- Bikeability report from Ballard to West Seattle sent to Grace Crunican (sp?).
- Seattle Times reporter contacted Ryan about the report.

### **Jeff Frkonja**

- Stewart paving project will have bus lane with sharrows. Will this lane have parking off-peak?
- Should the Board recommend sharrows in the next lane over and signs allowing bikes in bus lane? Or sharrows in both lanes?
- Longer term issue of sharrows in parking lanes needs to be addressed? Removing parking would be best. Perhaps sharrows of differing look (filled/not filled) to differentiate two lanes of sharrows.

## **REPORTING & VOTING**

### **ADDITIONAL BUSINESS**

- Retreat January 11th
  - Set priorities
  - Think of leaderships
- Viaduct public forum December 15th at Town Hall.

### **MEETING ADJOURNMENT**

- Meeting closed 8:07pm